

(ESTABLISHED 1881.)

**\$36 PER ANNUM.**  
**SINGLE COPY 10 CENTS**

## Shipping—Steamers

# HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

**HONGKONG-CANTON LINE.**  
S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.  
 Special attention is drawn to their Superior Saloon and Cabin Accommodation.

**SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD**

# LANE, CRAWFORD & CO.

**HONGKONG-MACAO LINE.**

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M.; from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.  
S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.  
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION

**"CANTON-WUCHOW LINE."**  
S.S. "SAINAM," 188 Tons, and "NANNING," 250 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Cantonian lines steamer "Ying Yee" and "Kowloon" which call at Wuchow.

Companies' direct steamers "Linh" and "Santi." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

---

**EXCURSION TO MACAO.**

PROCESSION OF THE CROSS.

On SUNDAY, the 14th March.  
S.S. "HEUNGSHAN"  
will depart from the COMPANY'S CANTON WHARF at 9 A.M.

Departure from Macao at 8 P.M.  
For the convenience of the Excursion Rates as usual.  
Ferry launch from our Canton Wharf to Macao during the Trip.  
Fare: 15 Cents.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 a.m. from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.**

HOTEL MANSIONS; (FIRST FLOOR),  
opposite the Hongkong Hotel. [3

### Hotels.

# HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE  
String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1969

## GRAND CARLTON HOTEL

## GRAND CARNETON 110122

"THE TOPIC OF THE TOWN."

Feed at the Carlton if you want to get an excellent Meal.

- On and after 1st February next, we are prepared to cater Breakfast, Lunch and Dinner for \$45/- per month.

Outdoor catering a speciality.

For further particulars, apply  
**MANAGER.**  
Hongkong, 10th January, 1909.

## ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

**CENTRALLY** situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms, Excellent Cuisine and French Cuisine. **FRENCH CUISINE** and separate Tables. Hot

the supervision of an Experienced FRENCH CHIEF and separate tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of  
L. GAMEAU, N. BEUMENTHAL

Telephone, 170. Proprietor, **Telegrams "Astor."**

100

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# Mails.

## NORDDEUTSCHER LLOYD, BREMEN.

### IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Binsper	About FRIDAY, 12th March.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. Iselt	THURSDAY, 25th March, 5 P.M.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th March, 1909.

## MESSAGERIES MARITIMES.

### FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	CALEDONNIEN	X	15th March, P.M.
MARSEILLES, VIA PORTS	TOURANE	Lancelis	16th March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	29th March, P.M.
MARSEILLES, VIA PORTS	NERA	Marlin	30th March, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for 27 hrs. 30 hours' railway from Bombay and Australia at Port Natal.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 2nd March, 1909.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

## Intimations.

### THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.  
Liebers, Boetts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

### PHILATELIC NOVELTY

suitable for PRESENTS.

BAGS OF USED POSTAGE STAMPS:

Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 2.00	1,000 " 1.50
500 " 1.00	500 " 1.00

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit every body.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIQUIES, &c.

Inspection invited.

GRACA & Co.,

No. 27, Des Voeux Road.

### FURNITURE WAREHOUSE.

## LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at

No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

## DON'T BUY

ELSEWHERE BEFORE YOU CALL AT FRENCH STORE.

(Opposite ASTOR HOUSE).

NOW SHOWING

A Large and Fancy Assortment of

The Best TOM SMITH'S CRACKERS,

GOBBURRY'S CHOCOLATE,

PERNOT BISCUITS.

&c., &c., &c.

Hongkong, 21st November, 1908.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELESS) FORM.

### THE NEW FRENCH REMEDY

TRADE MARK THERAPION KARL

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Novak, Robert, Velpeau and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses every other remedy.

**THERAPION No. 1** is especially adapted for the treatment of all diseases of the urinary system, such as catarrh, cystitis, pyelitis, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 2** is especially adapted for the treatment of all diseases of the digestive system, such as indigestion, constipation, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 3** is especially adapted for the treatment of all diseases of the nervous system, such as neuritis, neuralgia, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 4** is especially adapted for the treatment of all diseases of the respiratory system, such as bronchitis, asthma, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 5** is especially adapted for the treatment of all diseases of the circulatory system, such as heart disease, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 6** is especially adapted for the treatment of all diseases of the reproductive system, such as gonorrhoea, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 7** is especially adapted for the treatment of all diseases of the skin, such as eczema, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 8** is especially adapted for the treatment of all diseases of the eyes, such as conjunctivitis, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 9** is especially adapted for the treatment of all diseases of the ears, such as otitis media, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 10** is especially adapted for the treatment of all diseases of the nose, such as rhinitis, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 11** is especially adapted for the treatment of all diseases of the throat, such as tonsillitis, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 12** is especially adapted for the treatment of all diseases of the lungs, such as pneumonia, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 13** is especially adapted for the treatment of all diseases of the stomach, such as gastritis, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 14** is especially adapted for the treatment of all diseases of the intestines, such as enteritis, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 15** is especially adapted for the treatment of all diseases of the liver, such as hepatitis, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 16** is especially adapted for the treatment of all diseases of the spleen, such as splenitis, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 17** is especially adapted for the treatment of all diseases of the pancreas, such as pancreatitis, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 18** is especially adapted for the treatment of all diseases of the gallbladder, such as cholecystitis, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 19** is especially adapted for the treatment of all diseases of the bladder, such as cystitis, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

**THERAPION No. 20** is especially adapted for the treatment of all diseases of the prostate, such as prostatitis, etc., and is equally effective in the treatment of all diseases of the blood, such as scurvy, syphilis, etc.

## "THE LOTUS MOTHER"

NEW FOREST ACADEMY HANGS FIRE.

It is 18 months since Mrs. Katherine Tingley, "the Purple Lotus Mother," who claims to be Mme. Blavatsky's successor and the re-incarnation of a lady who lived 1,200 years before Christ, descended upon this country from her native America, with the announcement that she was about to set up a Temple of Theosophy in the New Forest. For this purpose, that interesting convert from the British aristocracy, Miss Nan Herbert, sister of Lord Lucas, had handed over to Mrs. Tingley the Old House, near Ringwood, the extraordinary bungalow building which her late father, the Hon. Auberon Herbert, had erected for himself on the site of a charcoal-burner's hut.

The visit of Mrs. Tingley in August, 1907 was the occasion of great festivities among her Theosophists following in London—her following, it should be explained, being quite distinct from the rival body who acknowledge Mr. Annie Besant as their chief. At the present house in St. John's-wood called the "Raja Yoga Lodge," where she resided amid every evidence of wealth and luxury Mr. Herbert Crook, the London agent of this energetic lady, she held levees in regal style, Miss Nan Herbert ever at her right hand. After a few days in London, receiving such homage as a queen commands, she paid a visit to the New Forest site (which was inspected and described by a Morning Leader representative at the time), and thence returned to America.

### OLD HOUSE UNTOUCHED.

These proceedings were regarded as preliminary to an early reconstruction of Old House into an English "Raja Yoga" Academy—whatever that might prove to be. But when the Leader representative paid a second visit to Old House this week, expecting to find the academy a going concern, he was astonished to discover that from the day of his previous visit, eighteen months ago, to that present moment, practically nothing had been done. There stood the queer building, hiding in the furthest wilds of the forest, miles from railways and human society, as deserted in appearance as it had been in the few months that followed the death of its first master.

A few changes were noticeable as one came to the end of the narrow cart-track, which was its only approach from the main road. Chief of these was the absence of the tower which old Mr. Herbert had crazily piled up in the centre of his straggling architecture, to enable him to sit, as it were, presiding over the storms and calms of the great forest stretched around him. One of Mrs. Tingley's first deeds as the new owner was to have it pulled down. Gone, too, were the brightly painted caravans in which Mr. Herbert used to spend so many summer days and nights, and which, in his day, stood about the entrance of the fair yard. The entrance gate, too, had been dismantled up, and was kept fastened against visitors, these being requested to pull the bell handle, which sounded a far-off peal in the servants' quarters.

### ONLY A CARETAKER.

To the Leader representative's ring, there appeared after some delay a young man who described himself as the caretaker. He gave the surprising information that Old House had been empty, except for himself, ever since Mrs. Tingley and her party left it in 1907, and the only attempt so far to establish a school there had been the fitting up of some of the rooms as class-rooms. Through the window of the nearest building the visitor caught a glimpse of rows of chairs patiently awaiting the little Theosophists who are yet outside Mrs. Tingley's net.

As to the future, the caretaker had no information; but he put our representative in communication with Mr. Crook, the before-mentioned London agent of the movement.

Here was more change. The "Raja Yoga Lodge" in St. John's-wood, where Mrs. Tingley had queneed it so majestically 13 months ago, was empty and desolate, with the "House to Let" board outside; and it was in quite a modest little residence in Acton that the Leader man discovered Mr. Crook last night.

### "LOTUS MOTHER" TOO BUSY.

His information was almost as meagre as the New Forest caretaker—who, by the way, had carefully dispatched to London an account of our representative's call earlier in the week. To the question, why had there been such delay in opening the promised English academy, he replied that "Mrs. Tingley had been too busy to attend to it."

"But she is visiting England again this year—that is certain; and the date will possibly be in the early summer. Until then everything is in abeyance."

"Our Miss Herbert, meanwhile, is managing the 'Raja Yoga' Academy which Mrs. Tingley established in Cuba."

Mr. Crook could say nothing definitely about where the New Forest scholars are to come from, on what terms they are to be received, the identity of the teachers, or the character of the education—of these interesting questions we may expect to have authoritative news from the lips of the "Purple Lotus Mother" herself when she again honours us with her presence.

## PABST BREWING COMPANY, MILWAUKEE.

### FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIRWISSEN & Co.

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

## WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

### METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a U I below

Indicates a Typhoon to the North-East of the Colony.

3. A CONE point downwards

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signal. Indicate that the centre is believed to be more than 100 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 100 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

### URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

### NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 100 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 100 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

### SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock Aberdeen.

Waglan San Ki Wan.

Stanley Sai Kung.

Cape Collinson Sha Tau Kok.

Tai Po.

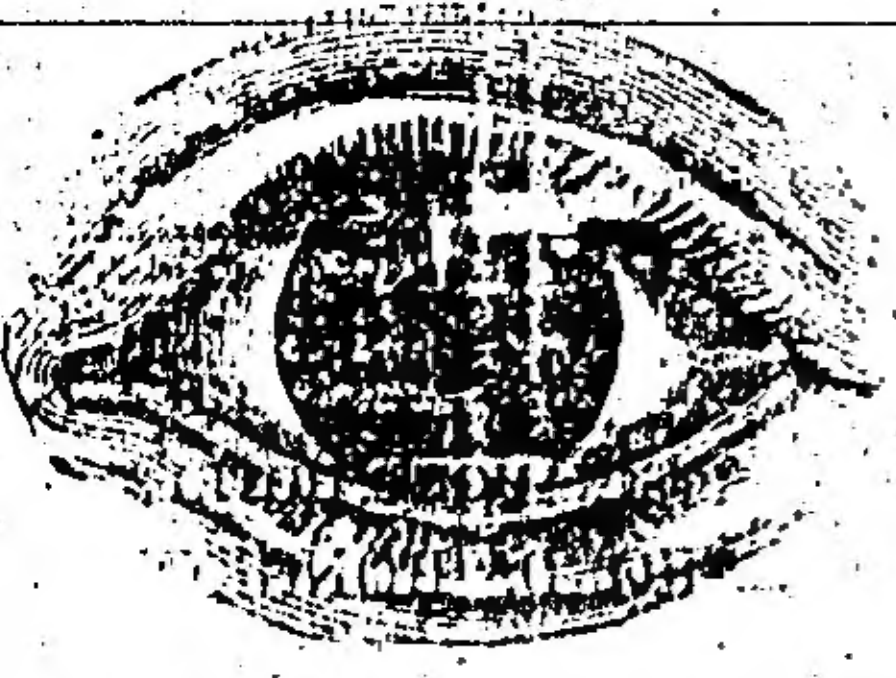
This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light-houses.

F. G. FINE, Director.

10th July, 1907.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight," free. LONDON, GALICIA, SHANGHAI, 5, John Street, Bedford Row, W.G. 19, Bentinck Street 166, Nanking Road. Hongkong, 4th March, 1909.

## SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE. Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged, invaluable in hot climates.

DOSE: One wine-glass after the two principal meals. Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES PROPRIETAIRES.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial, which surpasses all others by its purity and healthful preparation. To be taken on a lump of sugar.

COMPAGNIE SAINT-RAPHAEL, Valence (Drôme-France).

SOLE IMPORTERS: J. A. B. & Co., Hongkong.



## Intimation.

Powell's  
CARPETS.EXQUISITE  
DESIGNS

in

Acminster,

Wilton,

and

Brussels.

RUGS  
To Match.

Seamless

Squares

A Special

Feature.

## POWELL'S

ALEXANDRA

BUILDINGS.

and

28, Queen's Road.

Hongkong, 10th March 1909.

## To Let.

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Thomas & Co.). Rents low.

Apply to—  
THE COMPTON DEPARTMENT,  
E. D. SASSOON & CO.,  
Queen's Road Central.  
Hongkong, 24th February, 1909. [188]

## TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.  
A HOUSE in RYMON TERRACE.  
OFFICES in YORK BUILDING.  
GODOWNS in PRATA EAST, BLUE BUILDINGS, and No. 16, DES VAUX ROAD next to the Hongkong Hotel.  
FLATS in MORETON TERRACE.  
No. 16, DES VAUX ROAD CENTRAL, 1st Floor.

Apply to—  
R HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 8th March, 1909. [5]

## TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHONG ROAD.

Apply to—  
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 9th March, 1909. [248]

## TO LET.

GODOWN No. 44, DUDDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st January, 1909. [52]

## TO LET.

TWO AIRY ROOMS in a house on HELLING TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"  
C/o Hongkong Telegraph.  
Hongkong, 5th March, 1909. [139]

## Intimations.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL ORBAM  
and  
P. & O. SPECIAL LIQUOR SMOOTH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK

REASONABLE PRICES  
Hongkong, 10th March, 1909. [11]

## NOTICE

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, and floor.

Hongkong, 27th February, 1909. [319]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TASTELESS) FORM.

A WONDERFUL DISCOVERY.  
This is the most recent scientific discovery, which is not only a remedy for all the ailments of the human body, but also a powerful agent for the cure of all the diseases of the human body.

**THERAPION.**  
This preparation is a scientific discovery of the most valuable and reliable kind. It is a powerful agent for the cure of all the diseases of the human body, and is also a powerful agent for the cure of all the ailments of the human body.

**THERAPION.**  
This preparation is a scientific discovery of the most valuable and reliable kind. It is a powerful agent for the cure of all the diseases of the human body, and is also a powerful agent for the cure of all the ailments of the human body.

THE TRANSFORMED  
GIBRALTAR.

BY "EX-NON-COM."

Gibraltar, the mammoth enigma and disilluminant, known no more to the perambulating day tourist than to the puzzled P. and O. passenger surveying it from the Bay, has become, superficially, more enigmatical still. Once an arrogantly bustling hive of military activity and austerinity, it seems to have degenerated into a huge naval workshop. Within the past few years the "New Mole" has been extended; a dockyard seemingly huge enough to accommodate a brigade, and presided over by an admiral, has sprung up, mushroomlike; new naval habitations are conspicuous; and an enclosed harbour, with three graving docks, capable of accommodating the largest battleships in the British Navy, the works including a commercial and coaling mole, has been built at an estimated cost of four millions. Signs of work but not of power prevail; fatigue parties predominate over armed guards; offices are more evident than armaments and prosperous tradesmen than officers; dismantled (because obsolete) forts, no longer marked, lead point to the perennial query: Where are the guns? The concussions, one disappointingly learns, are more often than not, mere blipping at the quarries; gardens and wild flowering vegetation are even more astonishingly luxuriant; and the army most impressive, most in evidence, most numerically strong, is the 9,000 diurnally migratory Spaniards we employ, for it is now more cynically true than ever that we occupy "The Rock" to keep well fed the crowd of cosmopolitan tradesmen, the multiplying "rock scorpions," and the dregs of Spain's unemployed.

But in truth it needs more than average faith to find consolation in the assumption that Gibraltar will henceforth be defended by the Navy. In the days when a battalion of Guards lent added impressiveness and solidity to Gibraltar's garrison of 6,000 troops a British guardship, stationary and majestic, policed the waters. To-day it is merely a barrack for dockyard employees and the garrison numbers just 3,000! Royal Garrison Artillery companies have been reduced, so that during the last manoeuvres sufficient men could not be found to "man" even the greatly lessened number of guns. (Every available English Governmental employee, including schoolmaster's, will, it is credibly affirmed, in future be turned out.) Magazines and forts are now, by day at least, left unprotected, and whereas a few years ago 158 men were required daily for the various guards, 55 now suffice—very meagrely for the infantry, reduced from three to two battalions, and absorbed for the most part in unedifying, unprofessional fatigue work. It is even contemplated that the chain of sentries at Gibraltar's most vulnerable point, the North Front, shall be replaced by wire-fencing—the plea that Spain has done the same on her side being only valid if the existing any comparison between the value of the respective points guarded. The far-famed galleries, so far as defensive utility is concerned (that portion immediately overlooking the North Front alone excepted), threatened to pass into the realm of more engineering curiosities, the great majority of the guns being obsolete, and modern batteries having nullified their raison d'être. That the latter should be effectively "manned" is therefore the more imperative. There always remains one admirable defensive work, necessarily to-day more perfect—the elaborate system of organization by which important paths and strategic points are completely blocked to strangers.

Gibraltar exemplifies the truth that the hand of the economist lies heavy on the Army—or is it that in this case the Army is paying for the new naval works? Certain it is that "The Rock" is ceasing to be an enviable station. The cost of living is dear everywhere except near the market; neither coal nor wood can be bought; quarters cracked by detonations, and damp from penetrating rain and leprous yawn in vain for essential modern improvements; damp, unwholesome, ill-ventilated underground barrack-rooms are still in occupation—as are the Casemates, oven-like in summer, rain and wind-swept in winter, and indelicately public always; guard-rooms are decayed and verminous; old, ill-lit, and cramped Spanish dwellings—the haunt of centipedes and rock lizards—are used as married quarters; a sergeant-major occupies quarters condemned four years ago, having two bedrooms to accommodate a family that includes six children, an incomplete wooden partition alone separating sitting-room from bedroom; whilst a married infantry sergeant with three children occupies one room! Thus is the military Peter, who endures all the arduous routine and heavy responsibilities, robbed apparently to pay the naval Paul, to whom Gibraltar is merely a convenience and half-way house.

But we will continue to pride ourselves on Gibraltar's impregnable—shutting our ears to the suggestion that that may owe not a little to-day to its diminished strategical importance. For the mere layman with some imagination and more temerity to hint at the possibility of anything else would surely bring smiles of superiority to the lips of those terribly secretive naval critics, who are fond of repeating, for public digestion, the remark made by Lord Charles Bessford at the last manoeuvres, "to the effect that no belligerent vessel could possibly enter the Bay unobserved, mapped out as it is into sections upon which certain searchlights and guns play with unerring mathematical exactitude."

Of course—leaving Mr. H. G. Wells and the possibility of conquest by aeroplane from Algiers or even Canea out of the question—there is the North Front, particularly with a fence—; the diminutive detachment at that ideal landing-spot, Catalan Bay; other spots, not too inaccessible under modern conditions, near Europa, the Governor's Cottage, and Sandy Bay; the safeguarded magazines; the sheer cliff face of Europa, not yet swept by

searchlights, under which torpedoes might creep at dark to Camp Bay; has not a torpedo done so?

However, Gibraltar would very probably easily withstand another siege of three years—provided an enemy could; but our aim ought surely to be to make the mere contemplation of even three hours' siege unthinkable—in foreign minds.—*Pall Mall Gazette.*

## BIG GAME IN AFRICA.

STEPS THAT ARE BEING TAKEN FOR ITS PRESERVATION.

The preservation of wild animals in British possessions in Africa and the steps that are being taken by the various colonial administrations in the matter form the subject of a Blue-book which was issued on 1st ult.

The correspondence covers the period from September, 1905, to October, 1908, and relates to nearly all the colonies.

The danger of the extermination of game through the great increase of shooting parties in the East African Protectorate, is emphasized in the correspondence, and it has been decided to limit the sportsmen's licenses issued in any one year to 500.

The correspondence contains the regulations framed in the various reserves prescribing the minimum weight for sale of an elephant's tusk (15lb.), and prohibiting the killing of immature animals or females accompanied by their young.

Sir J. Hayek Sadler, Governor of the East African Protectorate, wrote on 29 Aug. last, explaining the amendments proposed to be made in the game laws. The measures advocated have the following objects in view:—Elephants and eland to be considered royal game.

Re-arrangement of the system of shooting licenses, with freer conditions for the settlers and more equality between the official and non-official classes.

Reduction of the area of the Northern Game Reserve to workable size, and slight modification of the Southern Reserve.

Recognition of the principle that the game reserves are sanctuaries, and that outside the reserves the preservation of game cannot be allowed to interfere with the economic development of the country.

On 29 Oct. Lord Crewe telegraphed his approval of the proposals.

## WHERE BIG GAME ABUNDANT.

In describing a visit to the Anglo-German border of the Southern Reserve of the East African Protectorate, Commissioner Sadler writes:

"I was extremely pleased to find that on Oldoinyo Orok there were considerable numbers of elephants, one troop of between 20 and 30 being seen and counted. The mountains is, however, only one part of their range; during rains they moved freely to and from some mountains to the west in German territory. I have no doubt that they also come from the north."

"Oryx-Callois and giraffe I found at Oldoinyo Orok there were considerable numbers of elephants, one troop of between 20 and 30 being seen and counted. The mountains is, however, only one part of their range; during rains they moved freely to and from some mountains to the west in German territory. I have no doubt that they also come from the north."

Deputy-Commissioner F. J. Jackson says, with reference to the Northern Reserve: "Buffaloes have increased to an extent that warrants one bull being allowed on a license without payment of the £5 fee. It is still a common thing to hear sportsmen and others remark that they have shot rather more than they otherwise would have done 'for meat for their men.' This is very often a mere idle excuse. It is also at times quite a legitimate excuse."

"Hartebeeste, wildebeeste, and waterbuck are the beasts usually shot for meat. This being so, I would advocate that the number of zebra allowed on a license be increased from two to four, or even six. At present it is the commonest and most widely distributed beast in the country, and it is very doubtful whether it will ever prove useful for transport purposes."

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.  
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

## SUNDAY.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 8.30 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

## SATURDAY.

Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 4th March 1909.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW,  
the 11th March, 1909, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,  
SUNDRY HOUSEHOLD FURNITURE, PICTURES, 50 casks of CEMENT, 1 LAWN ROLLER, GARDEN SEAT, &c., &c.

ALSO  
A few boxes of CHOCOLATES and HAMS.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 10th March, 1909. [249]

## PUBLIC AUCTION.

THE Undersigned have received instructions from J. V. VERNON, Esq., to sell by  
PUBLIC AUCTION,  
ON  
FRIDAY,  
the 12th March, 1909, at 2 P.M., within his residence, "Newlands," 37, Conduit Road,  
THE WHOLE OF THE  
HOUSEHOLD FURNITURE,  
THEREIN CONTAINED.

Comprising:—  
SILK COVERED DRAWING ROOM SUITE, CHESTERFIELD COUCH and ARM CHAIRS, CHINESE BLACKWOOD CHAIRS and TABLES, OLD CLOCKS, DESKS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS, Double and Single MATRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, DRESSING TABLES, CHEST-OF-DRAWERS, MARBLE-TOP WASHSTANDS, GLASS, CROCKERY and E.P. WARE, CARPETS and STAIR CARPETS, ENGRAVINGS, OIL PAINTINGS, WATER COLOURS, &c., &c.

ALSO  
A Quantity of PLANTS in POTS.  
Catalogues will be issued.  
On view on Thursday, the 11th instant.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 6th March, 1909. [243]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
ON  
SATURDAY,  
the 13th March, 1909, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,  
A QUANTITY OF  
AMERICAN BOOTS.

ALSO  
28 cases PRESERVED PINE APPLE.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 6th March, 1909. [244]

## PUBLIC AUCTION.

THE Undersigned have received instructions from J. ARNOLD, Esq., to sell by  
PUBLIC AUCTION,  
ON  
SATURDAY,  
the 13th March, 1909, at 3 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,  
A UNIQUE AND RARE COLLECTION OF  
JAPANESE PORCELAIN.

Comprising:—  
OLD HIRATO, IMARI, MAKUDZU and OWARI VASES, BOWLS and JARS, &c., (in different Designs and various Colours).  
Catalogues will be issued.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 4th March, 1909. [232]

## PARTICULARS AND CONDITIONS OF

the letting by Public Auction Sale, to be held on MONDAY, the 15th day of March, 1909, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of ONE LOT OF CROWN LAND, at Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1899.

## PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area	Annual Rent	Upset Price
Inland Lot No. 1801	Adjoining Lot No. 1801, Conduit Road.	As per plan plan, 10,000 (about)	£ 1,800	£ 1,800

Hongkong, 6th March, 1909. [241]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

In Casks of 37½ lbs. net \$5.50 per Cask on Factory.

In Bags of 45 lbs. net \$3.45 per Bag on Factory.

SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 15th August, 1908. [166]

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.50 per Cask on Factory.

In Bags of 45 lbs. net \$3.45 per Bag on Factory.

SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 15th August, 1908. [166]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"MACEDONIA,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Malwa*.  
From Calcutta, ex S.S. *Namur*.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT,  
Superintendent.

Hongkong, 4th March, 1909. [14]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 6th March, 1909. [242]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APOAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignee's risk and expense.

Cargo remaining on board after 4 P.M. of the 10th inst. will be landed at Consignee's risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 8th March, 1909. [246]

## NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th March, at 9.30 A.M.

All claims must reach us before the 17th March, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 8th March, 1909. [16]

## GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30's each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & SONS, George Street, Newcastle-on-Tyne, N.E. England. [199]



Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

TOBACCONISTS & CIGAR MERCHANTS.

TOBACCOS.

John Cotton's No 1 & 2; Carven Mixture; Ardath Special Mixture; Black Cat; Garriek Smoking Mixture.

Phillips' Finest Smoking Mixture, "Non Fur" Tobacco, and other well-known brands.

CIGARETTES.

Garriek Cigarettes; State Express; Quo Vadis; Craven Mixture; Clarence Extra Virginian; Knight Banneret; Turkish; Martin's "Non-throat"; Three Castles (Magnum).

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS

AND

KOWLOON DISPENSARY.

Hongkong, 13th February, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the writer's name and address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$100 per annum. WEEKLY—\$13 per annum. The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month. The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

MARRIAGE.

On March 2, 1909, at Shanghai, J. A. GREENFIELD, I.M.C., to EDITH MAY FRANCIS.

DEATH.

On February 5, 1909, at Goslar, Germany, DR. C. G. STUHLMAN, late Commissioner of Customs, China, aged 57 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 10, 1909.

LOCAL AND GENERAL.

THE gross value of the estate left by Mr. Robert D. Holt of Liverpool was £287,430.

DR. SVEN HEDIN has been delighting London audiences with the account of his travels in Tibet.

LI CHING-TIEN, a cousin of Lord Li Ching-fang, arrived in London on Feb. 11 from New York on a private visit.

We are informed by the Colonial Secretary that quarantine restrictions have been imposed in Orissa ports against arrivals from Hongkong.

We are requested to state that the auction sale at "Newlands" Conduit Road, will commence on Friday in the afternoon and continue on Saturday, at 11 a.m.

The directors of the Shanghai Gas Co., Ltd., have decided to recommend the payment of a final dividend for 1908, of Tls. 5.00 per share, being at the rate of six per cent on the paid up capital, making thirteen per cent for the year.

THE sum of Fr. 25,000 has been allocated by the French authorities for the new Commercial Attaché in Far East, who will have his headquarters either in Peking or Tokyo.

AT the Annual Dinner of old students of Queen's College, Belfast, on February 12, Sir Robert Hart was the guest of the evening. Sir J. McLeavy Brown was among the guests.

AT the Chinese Y. M. C. A. on Thursday, the 11th inst., at 8 p.m., Dr. K. T. Ho will give a lecture on the subject "Infection and Prevention of the Plague." Men are invited to attend.

H. E. MIYAKAWA, the head of the Japanese delegation to the Opium Commission, now in Shanghai, will, it is stated, be appointed Japanese Minister to Spain in place of the late Mr. Inagaki.

A SCHOOLBOY, giving the name of Chan Kam Yau, was fined one dollar to-day, for trespassing in the compound of the Central Police Station. Chan went into the cell to look for a friend, who wasn't there.

A TELEGRAM has been received by the U.S. Consul-General from Admiral Harker, Commanding the Third Squadron U.S. Pacific Fleet to the effect that he expects to arrive here on the evening of the 12th inst.

MR. KUROSAWA, formerly Commissioner of the Imperial Maritime Customs at Dairen, now on leave, has been appointed Commissioner at Yochow. This is the first time a Japanese Commissioner is appointed to a Yangtze port.

IT is stated that many officials in Peking who smoked opium relented to their vice after having been examined. Many who were being examined applied to be released on the plea that they were still taking anti-opium pills. Prince Kuang, Anti-Opium Commissioner, is much displeased at the state of affairs.

PRIVATE W. HESON, of the East Kent Regiment, was charged in the Police Court this morning, with assaulting a ricksha coolie in Ship Street last night. The case was remanded. It was alleged that Heson, after engaging the ricksha for an hour or so, struck the coolie on the mouth, after paying the fare, causing him to lose two teeth.

THIS N. C. D. News is informed that as a result of the mass meeting held in the Cantonese Hospital the other day, on the Fatshan incident, telegrams have been sent to prominent persons and bodies at the different ports invoking their united action in protest against the inertia of the Portuguese Consul at Canton in bringing the offender to justice.

A REMARKABLE rumour is current, according to a London paper, which says a project is under way to connect the island of Sighai with Siberia by raising the submerged sand-bank existing across the straits. The Russian projectors had also in view the raising of the temperature of the island by thus dividing the cold current from the sea of Okhotsk.

THE CHINA-SIAMSE NAVIGATION CO., LTD.

The Siam Free Press learns that the directors of the China-Siam Navigation Company, Limited, have now called in all the capital of three million taels. After setting apart a certain sum of the capital for the chartering of four steamers and to meet other expenses, the balance will be devoted to marine and fire insurance, so as to secure a premium in case of accident. The company will charter large steamers suitable for the run, with big accommodations for passengers, and already it is stated some negotiations are on foot to this effect. Six steamers have since been chartered as reported by us on Saturday.

CHINA AND JAPAN.

ENTENTE IN SAN FRANCISCO.

San Francisco, 25th February. The Chinese and Japanese consuls and their staffs, besides a number of merchants of both nationalities, held a banquet at the conclusion of which the question of the Asiatic Exclusion Bill was brought up for discussion. They decided to adopt united action to restrict any measures which may be proposed and are calculated to be detrimental to their interests. They have further resolved to seek their differences which had prevailed since the Chinese boycott movement directed against Japanese goods.

BIG OPIUM SEIZURE.

DRUG IN SALT TURNTIPS.

The Siam Free Press of 26th ult. says:—There can be no disputing the fact that the local Customs officials have for some time past displayed commendable cleverness in holding up illicit importations, no matter what ruse was adopted to get the stuff in. There seems to be no end to the variety of methods tried to get opium illegally into the country.

When the s.s. Ponglong arrived from Swatow on the 24th, amongst her cargo she had 54 jars in baskets of salt turntips consigned to "Ngun Long," Bangkok. To-day the Customs inspectors decided to see what particular favour in salt turntips was the latest craze, and probed into these jars. In six jars they found underneath a good top layer of salt turntips small gunny bags that had once been used for Australian flour, but now held opium pills carefully tied up in them. Altogether 1,744 tamblings of pills were found, which would be over 5,000 Ticals worth. Salt turntip by the way is only worth about a Tical a jar. The whole consignment was seized and the Customs officials now wish to hear from Mr. "Ngun Long."

Dr. Wilder as Trade Counsellor.

HINTS TO AMERICAN MANUFACTURERS.

HOW THE ORIENTAL MARKET CAN BE CAPTURED.

Writing from Hongkong, on December 12, 1908, to the New York Herald, Mr. Amos P. Wilder, U.S. Consul-General, sets out to advise exporters how to secure the trade of the Orient. In the course of a lengthy article he says:—

"The Standard Oil Company has shown what can be done by Americans in the Orient. It selects its men carefully at home. It pays them well and it succeeds. It is continually installing large and modern plants in the treaty ports as fast as they are opened up, and the Chinese in the most remote provinces are substituting mineral oil for their nut and other oils inferior as lubricants.

"This company co-operates with the Chinese and uses the 'compradore' (middle-man) system, which they understand. It serves the oil in the way they want it, labels it in Chinese characters, practically gives away millions of lamps, carrying the company's 'chop,' so that the native may learn to use kerosene, and as a result in parts of China where the Anglo-Saxon rarely or never goes the Chinese are using the familiar two gallon cans for a hundred purposes, including roofing for their shacks and communion services for native Christian congregations.

"It is difficult for an American in the Orient to feel harshly toward Mr. Rockefeller's big company. It is the finest thing we have here, and its progressive spirit and satisfactory administration help American prestige in the Far East. Barring the Pacific Mail Steamship Company, the Standard Oil Company is the only large American concern in South China manned by Americans. With these exceptions American trade interests are primarily in the hands of foreigners, usually British, and after them Germans.

"For some years foreign trade has been depressed along the China coast. The best explanation given is that it dates from the falling off in tea exports from Foochow, since which time the Chinese have had millions of dollars lost to spend. Yet despite the fact that the day of quick fortunes in tea, silk and hemp is gone, the expanding business opportunities in South China may well engage the American people.

"The field is limited as yet, but the nations which get connection with the Chinese now will have them when these four hundred million people still have become consumers like the Japanese. There are certain lines of American exports which have long had a place. American oil, flour, piece goods, lumber, machinery, canned goods, meats, leather and rubber goods and druggists' preparations are a fixed part of Chinese life. There are certain lines that are almost exclusively for American-European consumption, as typewriters, and the makers of such articles designed for higher-civilized people should remember that there are fewer than twenty-five thousand American Europeans in China.

"It is not to be forgotten that competition is keen here. The British were first in these ports and dozens of them are here to stay. More than half the shipping, even to our own Philippines, is in their hands, and they own and operate the ships that bring the goods. They can sell cheaply and they have the confidence of the people. The Germans of late years have by plodding industry become a large factor in many lines of foreign business, especially textiles and metals. One finds also Japanese 'hongs' with extensive offices fitted and operated exactly on modern American-European lines, with cheapness ever present as an inducement to buy their goods. Often the American Consul must write to the American manufacturer that his prices are not right and that he cannot hope to get in on such a basis.

"Notwithstanding these adverse factors there are lines in which nature has favoured us beyond other nations, and the enterprise of our people and their progressiveness compel customers. Oregon pine is in growing demand and can be marketed as cheaply as the Chinese fir. The Philippines have all kinds of timber, but it will be some years under favourable conditions before the islands can control even the Hongkong market, only 650 miles away.

"Although flour is stagnant now, the Chinese are learning to eat bread, and there are no bounds to the development of flour exports from the Pacific Coast. The Chinese have some mills of their own in Shanghai. As bread is much more convenient provision than rice, which must be cooked, this American industry is permanent. It would be worth while to try American corn on the Chinese, perhaps in the form of hominy or hulled corn. It is a nutritious, attractive food and our Middle States raise corn enough for the purpose of export. Flour comes 40 sacks to the ton of 2,000 lbs. and coolies carry five sacks on their backs, a weight of 350 lbs.

"Of machinery there is no better than the American, as the Chinese know. Many big houses are, however, represented here only by foreigners, and it is human nature that these representatives should first offer the purchaser the product of their own countries. The American samples or catalogues are in stock, and the customer cannot find what he wants of German or British make he can have the American. This must continue until American manufacturers have exclusive salesrooms in this country, with Americans in charge. Often these firms operate freight ships, of their own, and if they sell a machine brought on one of their own ships there is the shipping profit to be added.

"There are half a dozen railroad projects within three hundred miles of Hongkong and where there are in the hands of Chinese, usually returned from America, American locomotives and equipment get an excellent chance. Sales of this sort are being constantly made. It is pretty clear that care will be made here

and not imported as a rule, the hot and wet climate barring those of foreign make. When the railroad links Hongkong with Canton, a hundred miles away, within three years, mining machinery will be in more common demand, and when Canton is linked with Hankow, eight hundred miles to the north, the developments in South China industry should be epochal.

"American sewing machines are selling in China like hot cakes; one finds them far inland. Within a year the Chinese have started a number of knitting and weaving factories in and near Hongkong under the direction of Chinese trained in the United States. American machinery is preferred because it is the best, and especially because the Chinese are familiar with it. Agents, however, complain that the recent ruling of the Interstate Commerce Commission is blocking the sale of looms.

"One energetic young American who for a year has been educating the Chinese to the industry is showing freight bills from Massachusetts to Hongkong just double the cost of the sample loom. He reports that the English and German will now get this business. Agricultural implements, beyond the simplest tools, are not wanted by the Chinese. There is some interest in windmills but even these useful devices which should dot the irrigated lands must be forced on the nation. Some missionaries use them and educate the people.

"The concern that can be personally represented on the Canton delta by experts, with a school to train native engineers, repair shops and a line of its craft in actual operation, which, it may be remarked, would be a source of revenue, would soon have its 'chop' in favour with the Chinese; and once wedded to a 'chop' native consumers are very loyal.

"Wagh's underwear is an instance of this. This concern is known to rich Chinese and coolies alike. It makes the article as the Chinese want it and tells him about it in his own language.

"American hardware has a place here; the bicycle sells in the coast cities if it is cheap enough; well-to-do Chinese buy gramophones; at least the foreigners prefer American shoes; oleo and butter land and tinned meats are coming steadily. Rubber goods and leather sell freely when American producers care to meet the prices. The Chinese make excellent furniture on American models; indeed they ship some to America."

CANTON DAY BY DAY.

AN UNDESIRABLE'S DOWNFALL.

[From Our Own Correspondent.]

Canton, 8th March.

On the 5th instant, at 9 o'clock in the evening, on information received, the Police secured the arrest of Li Tai Lik, one of the leaders of the recent rising at Yumchow, at Shang Moon Tai Street. As Taotai Kwok Jen Chang, Commander-in-Chief of the Canton troops, happened to be in Canton, the outlaw arrested was handed to him by Admiral Li Chun to be tried. It is reported that the alleged culprit had a hand in the dastardly affair where the Ling Shan magistrate and his family, ninety persons in all, were foully done to death.

ECHO OF "TATSU MARU" CASE.

On the 6th instant, the Japanese Consul at Canton, called on H.E. Viceroy, Chang Jen Chun and showed him a certain issue of the daily paper conducted by the Seventy-Two Guilds, which contained a report concerning the Tatsu Maru case which is said to have encouraged the Japanese boycott movement. The Consul asked the Viceroy to prevent the publication of similar reports in future.

THE DELIMITATION OF MACAO.

In connection with the vexed question of the delimitation of Macao, the Canton Self-Government Society has sent telegraphic circulars to the Chinese people in various places inviting suggestions to satisfactorily deal with the question.

THE "FATSHAN" INCIDENT.

The Viceroy has received a telegram from the Cantonese agitators at Shanghai regarding the Fatshan incident. In the message, the Viceroy was urged to open negotiations with the Portuguese Consul at Canton to bring about a satisfactory conclusion in order to appease the minds of the public.

THE WEST RIVER PATROL.

The West River shallow draught patrol cruiser Kiang Tsu left here the other day for Hongkong for the purpose of towing to Canton the newly-built motor launch Tin On built by W. S. Bailey & Co. to the order of Admiral Li Chun.

THE FONG PIN HOSPITAL.

With the kind assistance of Chan Mong Tsang, the Taotai for the Development of Native Industries, the committee of the Canton Fong Pin Hospital has obtained permission to hold theatrical performances at the Lok Shin Theatre with a view of raising money towards the funds for the maintenance of the Hospital.

GIRL KIDNAPPED.

On the 5th instant, at about mid-night, a gang of robbers attacked Ngai Po Wal near Fui. It is reported that, besides a large quantity of valuables, a girl of about 15 years of age was kidnapped.

ACCIDENT AT SEA.

On the 6th instant, the Chung Hing Company's towing junk while on her way to Canton from Tai Leung, collided with another passenger junk, when carrying Chun Tsun, with the result that the latter craft sunk. A number of lives were saved but not a few are reported missing.

At the Police Court this morning, Lo Kan, a seaman, was charged with stealing \$5 from an Indian at Kowloon yesterday. It was reported that the suspect picked the Indian's pocket. The case was remanded.

THE HONGKONG & KOWLOON WHARF & GODOWN CO. LTD.

ANNUAL MEETING.

The twenty-second ordinary annual meeting of shareholders in the Hongkong and Kowloon Wharf and Godown Co., Ltd., was held at the office of Messrs. Jardine, Matheson and Co., Ltd., this afternoon, for the purpose of receiving the report of the directors and the statement of accounts for the year ending 31st December, 1908. The Hon. Mr. W. J. Gresson (chairman of directors) was in the chair. Others present were:—Sir Paul Chater, Messrs. Edgar G. Barrett, C. S. Gubbay, J. W. C. Bonnar, W. Helms, G. Friesland, H. A. Sties, E. Shillim, A. S. D. Couland (directors); R. J. Macgowan (acting secretary); H. Percy Smith, F. Smyth, W. H. Wickham, Capt. F. A. Brown, A. W. Smith, Ho Fook, A. Turner, Capt. Rolfe, A. Forbes, A. B. Ough and W. S. Brown.

The acting secretary read the notice of the meeting. The Chairman said:—Gentlemen,—The report and accounts having been in your hands for several days I propose with your permission to take them as read. You will probably have observed that the accounts are presented in a somewhat different form from previous years, bringing them into line with those of other companies. Profit and loss account is debited direct with the amount spent during the year on repairs, which were unusually heavy owing to the disastrous typhoon which visited the Colony in July, and to dredging operations having become necessary to meet the requirements of the larger vessels now berthing at the wharves. As you will see from the figures before you our total expenditure under these headings amounted to the very large sum of \$94,000. The balance of profit and loss account is \$87,555.67, from which your directors recommend that \$50,000 be written off lighters. You will recollect that after the typhoon of Sept., 1906, in which the company lost all its wharves except one, a large number of lighters were built, partly to replace those lost in the typhoon, but principally to enable the company to continue its business while the wharves were being reconstructed. The lighters, of course, cost more than they would have done in normal times, which explains why it is necessary to write off a large amount. The sum of \$953 11 which is proposed to write off stores represents some old stock of gear, now practically worthless. The balance of \$30,552 56 is proposed to carry forward to new account. For the first time in the company's existence your Directors are unable to recommend the payment of a dividend. I do not think this will come as a surprise to any of you. It has been generally known that stocks of every description of cargo, and especially of yarn and piece-goods, have been diminishing month by month. Two years ago over 150,000 bales of yarn were stored with us, and our capacity was taxed to the utmost. During last year the stock fell to the empty godowns and cut down expenses in every direction it has been impossible to make up for the loss in storage earnings, which amounted to \$124,000. Other earnings were less by \$25,000; on the other hand we reduced our expenses over \$40,000. The condition of trade, not only in this Colony but throughout the world, is so well known to all of you that I need not enlarge upon the effects which it has had upon our business; but before proposing the adoption of the report and accounts, I shall be pleased to reply to any questions which you may wish to ask. Regarding the future, I may say that the accounts for January compare favourably with those of last year, and there are indications that an improvement in business is setting in in which this Company may reasonably hope to participate.

There being no questions, the Chairman moved the adoption of the report and accounts. Mr. F. Percy Smith—I have much pleasure in seconding. I sincerely trust that the concluding sentence in your speech will be the silver lining to the golden cloud of better times to come. With the completion of the railway I hope there will be greater prosperity. I sincerely trust it will be so. The motion was carried unanimously. The appointments of Messrs. E. G. Barrett, C. S. Gubbay, J. W. C. Bonnar, C. Broderick and W. Helms as directors were confirmed on the motion of Mr. Wickham seconded by Mr. A. W. Smith.

Mr. Turner proposed and Capt. Rolfe seconded the re-election of Messrs. E. Shillim and A. S. D. Couland as directors. Carried unanimously. Messrs. W. H. Potts and A. O'D. Gourdin were re-elected auditors on the motion of Capt. Brown seconded by Mr. Smyth.

The Chairman—That is all the business, gentlemen. I am much obliged to you for your attendance. THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Hongkong & Whampoa Dock Co	\$100
Zoroastrian Charity Fund	100
Ho Tung	50
Laue, Crawford & Co.	50
Garrals Bonner & Co.	50
Ho Kim Tong	25
Robinet and Reil	25
Coxley & Co.	25
Java-China-Japan Lijo	25
A. R. Marty	25
Jebsen & Co.	25
A. Koeth	25
Arratoon V. Apar & Co.	20
W. L. Pattenden	20
Percy Smith and Beth	20
W. J. Titcher	10
James Craig	10
Erich Georg	5
Levy Herman	5
Hon. Mr. Wei Yek	5
Jorge & Co.	5
E. D. Koteval	5
Kai A. Shu	5

FASHIONABLE WEDDING.

OWEN SEITH.

At the reception held at "Norman Cottage" yesterday, following the solemnisation of the ceremony at the Cathedral, the Hon. Mr. F. H. May proposed the health of the bride and bridegroom. Owing to the hour of our going to press, the felicitous addresses could not be reported in the same issue as that in which the incomplete report of the wedding appeared.

"In asking the distinguished gathering to drink to the health of Mr. and Mrs. Owen, Mr. May said:—Ladies and Gentlemen,—It is my pleasing duty to propose the health of the bride and bridegroom. 'Of all feasts and festivals, a wedding is the most joyous and when the bride is young and beautiful the joy is the greater. On this occasion there is besides the pleasure of serving a young and beautiful bride the gratification of rendering some small assistance to her worthy parents who are among my oldest friends in the Colony. It is 26 years last month since I landed in Hongkong and one of the first officials I came into relations with was Mr. Seith, who, at that time held an important post in the Colonial Secretary's Office. I had already received my baptism of red tape in the Colonial Office in London. I think Mr. Seith helped to initiate me into the secret of how to use red tape discreetly. It is a grand thing with which at times to choke off inconvenient questioners. But at others one has to beware lest one's own usefulness is choked by it; so it is with much pleasure that I seize to-day's opportunity to help a friend and colleague whose sterling worth has been recognised by His Majesty himself, who not long ago decorated him with the Imperial Service Order. But what about the bride some of you will say. I have known our little Phyllis—what a pretty name it is—since she was a baby. I have watched her grow up and I'll vouch for her being of the good stuff that good wives are made of, and she is clever too, which is a great thing. Mr. Owen will never be bored. She has lately been charming us all by her clever impersonation of the Princess in the Country Girl. We know now why she did not succeed in leading captive that shining monument of Bachelordom—the Rajah of Bhong. She was not serious in her siege of him, else the stout fortress must have fallen. Her affections were really engaged elsewhere. Why, they were given all the time by that lucky fellow Owen. And now that young gallant is going to carry her off from under our very nose and Shicney's. Well, I hope Mr. Owen has had the advantage of seeing our Phyllis in the Country Girl. If he has I am sure he will never run the risk of incurring her displeasure, lest she treat him as she did poor Barry. But you will agree with me, I think, that there is no fear of such a catastrophe, and that our friends and a new life, will travel their allotted journey hand in hand helping each other with mutual respect, sympathy, and love, and sharing, as their common lot, such measure of the toll, the trials and the joys of the world as Almighty Providence in its infinite wisdom may appoint.

Ladies and Gentlemen, I give you the health of the Bride and Bridegroom with hearty cheers taking the time from me. In replying, Mr. Owen said:—Mr. May, Ladies and Gentlemen,—It gives me greater pleasure than I can tell you to find myself in my present happy position in this gathering to be responding to the toast on behalf of my bride and myself. Mr. May, we thank you very much for your good wishes, and if only a part of them are realised, I have no doubt that we shall be perfectly happy, but I am not going to stop short at that and I can assure you and the Seith family that nothing will be left undone on my part to preserve for Phyllis the comfort and happiness which she has always enjoyed at "Norman Cottage." There is another pleasant duty that I have to perform and that is to propose the toast to my bride's maids. I include in this all ladies coupled with the names of my bride's maids. Ladies, I have always been an ardent admirer of your sex, and have always envied you, and often wished I were a girl myself. You have charms that no man possesses, you are foremost in Society, you are the centre of attraction, your dresses are just charming—your hats more so; you have a hundred and one other great advantages over men; in short, you are just termed, styled and pictured as Angels, but Angels with all those advantages in your favour, and one hundred times more to be added to, i.e., even if you manage to break through into the House of Parliament, I would prefer to be a man as I am, however humble. From my last remarks, Ladies, you will justly conclude that there must be something radically wrong with you that I cling so firmly to my sex. Yes, Ladies, it is simply because a man can possess a charming bride and darling wife, and a lady cannot. I should like to say a few words to my bachelor friends coupled with the name of my bestman. It is too early for me to speak to you of married life as you would like me to, but I can assure you that as far as I have gone through, "The game is worth the candle." If ever you have the chance don't lose it. It is a pleasure to see the once Princess of Bhong my wife to-day. Ladies and Gentlemen, please join me in drinking the health of my bride's maids, Miss Mabel Seith and Miss Georgette Barker.

Mr. Enos Seith (the bestman) responded in suitable terms on behalf of the bridesmaids, thanking the bride and bridegroom for their good wishes and said he hoped they (the bridesmaids) would soon follow in the footsteps of the bride.

A CRUADER against splitting in public vehicles has commenced in New York, and on February 9, 200 persons travelling either on the Elevated or the Subways were arrested by the Sanitary Squad. The worst convictions were fined \$5 each, and people who pleaded that they had no cough so could not.

At the Police Court this morning, Lo Kan, a seaman, was charged with stealing \$5 from an Indian at Kowloon yesterday. It was reported that the suspect picked the Indian's pocket. The case was remanded.

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## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

OPIUM SUPPRESSION.  
LAW MUST BE ENACTED.

[By courtesy of the "Sheung Po"]

Peking, 9th March.

The Prince Regent has commanded that a legislative enactment having for its object the suppression of opium should be framed without delay.

Prince Chun has also ordered the drafting of rules governing marriage ceremonies.

## MISSIONARIES IN CHINA.

## TITLE DEEDS FOR LANDED ESTATE.

[By courtesy of the "Sheung Po"]

Peking, 9th March.

The president of the Ministry of Foreign Affairs, H.E. Liang Tun-in, has been in communication with, and has obtained the concurrence of, the Diplomatic Corps, to the proposal that on and after the third moon, all title deeds for properties bought in China by missionaries will be issued by the Waiwupu.

## SHANGHAI SETTLEMENT EXTENSION.

## OPPOSED BY THE WAIWUPU.

[By courtesy of the "Sheung Po"]

Peking, 9th March.

The Waiwupu has wired to the Shanghai Taotai, H.E. Tsai Nai-wong, to strenuously refuse the demands of the Consular Body for an extension of the settlement in Shanghai.

H.E. Tsai finds it very difficult to deal with the question and has memorialized the Ministry of Foreign Affairs to assume the responsibility of conducting negotiations with the Consular Body.

## NA TUNG.

## SERIOUSLY ILL.

[By courtesy of the "Sheung Po"]

Peking, 9th March.

Grand Councillor Na Tung, who had an apoplectic fit the other day, has become partially paralysed.

After treatment by foreign and native doctors a slight improvement is apparent.

The Prince Regent has sent representatives to inquire after the Grand Councillor's condition.

-Later,

On the 8th inst., Grand Councillor Na Tung's condition was very serious.

His mother was so overcome with anxiety that she died.

The office of assistant president of the Waiwupu is being filled by Grand Councillor Tsai Chuk pro tem.

## BANNERMEN TROOPS.

## PROPOSED ABOLITION.

[By courtesy of the "Sheung Po"]

Peking, 9th March.

The Prince Regent has decided to abolish the Bannermen Troops within eight years.

## CHIHILI.

## INQUIRY INTO FINANCES.

[By courtesy of the "Sheung Po"]

Peking, 9th March.

A Censor has memorialized the Government suggesting that a commission of inquiry be appointed to investigate the finances of the province of Chihili.

## A NAVY FOR CHINA.

Amid the copious outpouring of reform projects from Peking the scheme for the reorganization of the navy has issued into a sudden popularity that threatens to eclipse even the opium movement. The latter has had the disadvantage of two years' start; for it was a point made by the Chinese delegates at the Opium Commission, that whatever help was to be given China from without should come quickly, inasmuch as it was difficult to hold public attention for any length of time upon one subject. The re-organization of the navy has this further advantage over a moral reform, that it appeals more strongly to the embryonic feeling of national patriotism and affords an outward and tangible expression of the desire to be on terms of equality with the foreigner. Such ideas as may have been formed at present on the subject are necessarily crude; but it is safe to infer that the motives that underlie the significant access of activity in naval matters differ in no way from those that have led to the feverish increase in armaments in other parts of the world. The foreign gunboat is a more familiar object in China than the foreign soldier, and the possibility of displacing it altogether, as it will be represented to the people, must appeal irresistibly to the Chinese at this juncture and make the navy almost as popular as the new army. Enthusiasm on the subject has spread even as far as Singapore, for we learn of the offer of no less a sum than £1,300,000 as a contribution to the new navy, with the one stipulation that a detailed statement of expenditure should be published in connection with the employment of the money. The shrewdness of the request is an additional tribute to the practical patriotism of the Chinese in the Straits Settlements.

The real motive power to the movement, however, is provided, in Peking itself, and notably by the Prince Regent. From the constitution of the Commission recently appointed to re-organize the navy it is clear that Prince Ch'ao has been anxious to avail himself of the best material to hand. In Prince Su, President of the Ministry of the Interior, Duke Tsai Tao, President of the Ministry of Revenue, Tieh Liang, President of the Ministry of War, and Admiral Sah he has chosen the four men who, from their position and supposed qualifications, would be expected to carry out a scheme of this nature to a successful issue. Their respective contributions to the deliberations of the Commission may be unequal; but on paper the appointments admit of no challenge. One at least of the four would seem to have had doubts regarding the practical utility of their labours; but as soon as his objections were overruled, the Commission, to judge by Chinese reports, settled down to their work with laudable energy. It is noticeable that in all matters of reform a start from the very beginning has to be made. One of the first steps to be taken by the Commission is to find out something about Chinese naval affairs, of which, it has to be inferred, they were, with the exception of Admiral Sah, completely ignorant. However little the reform movement may have accomplished at present, it has driven a wedge into provincial independence. The centralization that is gradually being introduced into military affairs is being aimed at from the outset in naval matters. China, according to the Regent's scheme, is to have an Imperial Navy. Domestic and foreign interests alike demand that the condition of this as obtaining during the Chinese-Japanese conflict should be rendered impossible in future, and that a war in one part of the Empire should find all the resources of the nation available for its defence. The Commission, therefore, represents the nucleus of the central organization that is to control the new navy. It is to be responsible for the purchase and equipment of vessels, and for the lines on which naval expansion is to be conducted. Dockyards and arsenals are to be under its supervision, while naval colleges have already been the object of its attention.

The story of the Commission's activities, as recounted in the Chinese Press, makes good reading and should do much to stir the nation to a display of interest in the navy. It is hardly necessary, however, to point out, that neither the projects of the Board, though theoretically sound, nor occasional overseas contributions can create and maintain a navy answering to the country's expectations. Every first reference to the "progress" of naval re-organization indicates more clearly that the basic principle of any such re-organization has not been grasped either by the nation at large or, presumably, by the Peking authorities. If it had been, there could be no Commission on naval affairs until financial reform had been carried through successfully. It is not enough that the Central Government should publish a statement of accounts in respect of certain expenditure, nor that the scope for squandering should be restricted by retaining contracts in the hands of the Commission. Though China might purchase a fleet on convenient terms, she is still far from being able to maintain it for long in a serviceable condition; and, if any headway is to be made with naval re-organization, it must be preceded by financial re-organization. Without the latter China's navy can hardly hope to pass beyond the stage of feigning the country with false ideas, while leaving foreign Governments wholly unimpressed. —N. C. D. News.

## SKENES IN LISBON.

## REGICIDE HORROR-REVIVED AT CARNIVAL.

London, 1st March.

Private advices received in Paris from Lisbon state that on the occasion of a Carnival the revellers represented royalties and their assassins, and the regicide scenes were reenacted.

There was a mock funeral, with coffins and skeletons. On the police interfering, they made charges with revolvers and swords.

Troops were called out who cleared the streets and two hundred arrests were made. —Straits Times.

## THE INTERNATIONAL OPIUM COMMISSION.

## SIR FRANK SWETENHAM'S VIEWS.

In a letter to *The Times*, Sir Frank Swettenham writes as follows:—  
The report of the Singapore Opium Commission has just been published. The conclusions are very similar to those of the Royal Commission of 1895. The fact is that we know all that it is necessary to know on the subject, and habitual eaters or smokers of opium, in moderation, are no more vicious, or degraded, or ruined in health than their fellows who are not addicted to the habit. What is perhaps curious is that when a man with the habit is weak, or 'depraved,' or a criminal, all his fallacies or crimes are attributed to his use of opium; whereas it is more than probable that, amongst moderate consumers, no larger proportion belong to the depraved and criminal classes than of non-consumers.

China is at perfect liberty to do what she likes in this matter. England has made the most exhaustive inquiries, and when the report of 1895 was published, it was supposed, by those interested, that erroneous impressions had been removed and the matter was done with. Surely it is strange that England should now be drawn into an international conference to consider this question. Would the Powers, would the United States, take part in a conference, suggested, say, by Japan, to inquire into the 'lynching, burning, and shooting of negroes? The practice continues, and civilisation does not interfere; probably because the American people would resent interference, and they are quite capable of managing their own domestic affairs. The opium question affects this country, and so far as we are concerned, we want no international conference to tell us what to do. The Lord Chancellor said recently that England spends £16,000,000 annually in drink. It is a large sum for a population of 40,000,000 people. If the Lord Chancellor was at all right in the conclusion he drew in regard to the results of this expenditure, it would surely be well for us to lay aside hypocrisy for once, cease to repeat statements which are proved to be false, and leave the opium-consumer in peace. I cannot forget that when the House of Commons passed a pious resolution on a subject with which the members may have been imperfectly acquainted, a good deal was said about 'our morals and other people's money.' So far as the opium question is concerned the English conscience is in much less danger than the other people's money; but if, to give China a monopoly of the production of opium, the cultivation of the poppy were prohibited in India, an enormous compensation would probably have to be paid. If British Colonies were deprived of the main source of their revenues, while England still raised a good deal from the liquor traffic, it might not matter to the Colonies, because they belong to the Crown, and Great Britain is responsible for their finances.

Commenting on this letter the *Times* of February 9 says:—It would be easier to sympathise with our own enthusiasts; in the House of Commons and elsewhere, if their enthusiasm bore some practical relation to the sacrifices they demanded. For the burden; it 'must be remembered, falls upon India and our Far Eastern colonies, and not upon the morally increased taxpayer at home.' Righteous indignation is a 'cheap virtue,' when, as Sir Frank Swettenham pointedly puts it, the question is one of 'our morals and other people's money.' The action of the British Government, who have eschewed extremes in either direction, commends itself, we believe, to the sound judgment of the country by reason of its frankness and its justice. A cautious policy, if slow, is more effective than the over-hasty counsels of well-meaning zealots. No doubt the Commissioners will bear this in mind, and will follow their president, Bishop Brent, in making their inquiry a 'scientific analysis of fact.'

## HAINAN ISLAND.

## DISCLAIMER OF FRENCH DESIGNS OF CONQUEST.

From time to time alarmists have raised the cry that France has designs on the island of Hainan—the country of the Hylans—and on each occasion the alarm has proved false. It is true, nevertheless, that in Indo-China certain publicists urge the acquisition of the island by France on the ground mainly of its important strategic position. This idea arouses strong adverse comments in the *Annuaire Tonkin*—a Haiphong journal, which points out, that, strategically important as Hainan might be, its possession by France would be useless unless she had command of the sea.

Still, the voice of rumour that France intends to seize upon Hainan is persistent, and even the Chinese Government has taken note of it, as of late it has shown itself anxious about the island, and fancies that foreigners have an eye on its underground riches. It encourages Chinese capitalists to invest money in mining enterprises there, especially in winning tin which is said to be found in plenty on the island. One tin mining syndicate is capitalised at \$100,000.

Some of the tin mines have been worked for three or four years by people from Singapore who have already wasted over \$50,000 in the undertaking. The syndicate has taken them over, but the chances are that it will be no more successful than its Singapore predecessors.

Hainan itself has nothing attractive about it. The soil is poor and the people find it hard to make a living. The underground riches of the island lie in the mountainous interior which is roadless and inhabited by savages. The coal, copper, and gold said to abound there, are practically beyond reach. The country is so broken and hilly that it would never pay to build a railway. In short, Hainan is a worthless country and investors should beware of it. —Straits Times.

## PROMINENT AMERICAN LAWYER IN HONGKONG.

Mr. and Mrs. H. D. Gale arrived from Shanghai yesterday morning by the steamer *Princess Alice*. They are stopping at the Hongkong Hotel, and are expected to sail for Manila on Saturday by the *Zafra*.

Mr. Gale is a member of the firm of Gibbs and Gale, lawyers, of Manila, a director of the Carnival Association, and Chairman of the Republican Central Committee of the Philippines. Mr. Gale, who has been in Shanghai during the past month, where he met Judge Thayer, the new U.S. District Judge for China, who, according to Mr. Gale, is a man of very large calibre and will re-establish American prestige in Shanghai.

Mr. Gale further reports that Shanghai is suffering from the general Oriental trade depression, but that business prospects for that city are very bright. The firm of which Mr. Gale is a member expect to open a branch office in Shanghai within a few months. We hope to have a more extended interview with Mr. Gale shortly.

## SERIOUS FIRE AT MOJI.

## MITSUBI RUSSIAN KAISHA OFFICE BURNED OUT.

A fire broke out at the Moji Offices of the Mitsui Bussan Kaisha on Monday, March 1, at 12.30 a.m., resulting in the destruction of the whole of the office buildings in three hours. The fire is believed to have originated in a kitchen.

All documents in the main building were saved, but similar property in the adjacent offices was destroyed. This may be the result of experience, as the main building met with a similar fate seven years ago.

Great excitement prevailed in the neighbourhood until the fire was got under control and considerable anxiety was felt for the safety of surrounding property. Two firemen are reported to have been seriously injured.

The loss of buildings alone is estimated at Yen 60,000 and we are unable to say whether this loss was covered by insurance or not. Furniture and fittings, however, were insured in the Nippon Fire Office to the extent of Yen 37,000.

Later.  
The buildings were insured for 35,000 and the interior effects at 25,000 only and not as stated above.

## RAUB AUSTRALIAN GOLD MINING CO.

The following is the result of work at Raub for the four weeks ending February 27:—

Bukit Koman.—Stone crushed, 3,400 tons; Gold obtained, 910 ounces. Average per ton, 5.35 dwts.

Bukit Malacca.—Stone crushed, 1,963 tons. Gold obtained, 100 ounces. Average per ton, 1.02 dwts.

Extra from plates, 215 ounces.

Cyanide operations 16 weeks ending February 27, 1909, 123 ounces.

The extra gold from plates is from the final clean up at the end of the Company's financial year, viz., February 28, 1909.

The assumption that the extra gold (115 oz.) obtained at clean up to January 30 represented the whole from this source was wrong, that gold formed only part, the present 215 oz. is the remainder, making in all 530 ounces extra from plates.

## BANKA TIN COOLIES.

## TIME-EXPIRED MINERS RETURNING TO CHINA.

Mr. J. G. Bydesdyk, of the Banka tin mines, Munok, writes to the *Straits Times* that he has noticed in the *Jawa Bode* a statement, reprinted from the *Straits Times*, referring to 1,141 Banka coolies returning home by the *Tjibid* who had been for the greater part declared unfit for labour in the tin mines and who, on arrival in Singapore, had tried to go ashore but were prevented from doing so by the police. Mr. Bydesdyk thinks this must be an error, as telegraphic information has been received from the Consul-General that no irregularities occurred in the harbour of Singapore; and he suggests a form of correction which would put the Netherlands India Government in the right light. He says that these were healthy, well-fed people who, after having worked from one to two years in Banka returned to China of their own free will with a balance in their favour of £1,500,000. There was 'not' the slightest reason why the coolies should desert, as each coolie was free to choose the port of his disembarkation in China and the money due to him would be paid on arrival at his destination.

We (*Straits Times*) have made inquiries locally and learn that police were put on this steamer to prevent any of the coolies from coming ashore because the contract time-expired labourers returning to China are, always considered an undesirable lot. They are speedily robbed of all they possess, if they do happen to have anything, and then become vagrants. Many of them are diseased and decrepit. Neither is common amongst them. There was nothing particularly obnoxious about this special lot; the police say that the percentage of healthy and prosperous looking men seemed unusually large. But some of them were caught trying to escape from the steamer and they had to be closely watched. Most of the Chinese who land here are contract coolies who are looked after immediately upon their arrival by the contractors. These are the desirable immigrants. They do not give the Government any trouble until released from their contracts when, if released here, they become a burden to the community.

Two firemen belonging to the steamship *Tongkwa* were ordered to pay a fine of \$5 each in the Police Court, this morning, for behaving in a disorderly manner at the Central Police Station yesterday.

## To-day's Advertisements.

## PHILIPPINE CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, No. 100, Calle Anloague, Manila, at 3.30 P.M. TO-MORROW (THURSDAY), the 11th March, 1909, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

E. S. KADOORIE & CO., General Managers. Hongkong, 10th March, 1909. [250]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship.

## "EMEIRE."

Capitain Helms will be despatched as above on WEDNESDAY, the 11th March, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in water-cabin.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 10th March, 1909. [251]

## SHARKS AND STEAMERS.

## HUGE MONSTERS RUN DOWN BY LINERS IN RED SEA.

On her last homeward voyage the R. M. S. *Oryza* collided with a shark in the Red Sea; the shock being felt all over the vessel. This experience is not in any way unique, as several instances have occurred in that narrow waterway during the past few years. The *Goorika* ran right into a 25ft. shark, the body of which became firmly fixed across the steamer's stem. It could not be got rid of, either by lines or by grapnels, and not till the engines were stopped and reversed was the big fish displaced. In July 1890, the P. and O. steamship *Rosetta* called at Aden as usual, and a passenger was found dead in his bunk soon after the homeward passage was resumed. Early next morning the liner was stopped, the body was committed to the deep with the usual impressive rites, and the steamer proceeded at full speed. Almost immediately she ran down and killed a 30ft. shark. She also had to go astern to get clear of the cumbersome. Sailors and passengers vied with each other in propounding theories which connected the appearance of the monster with the burial of the passenger. Superstitious sea-farers, in the days of pig-tails and long voyages, declared that the omens were unpropitious should a shark elect to follow a ship. They invested this stupid picker-up of trifles with a supernatural intelligence which enabled him to foretell the death of someone on board the vessel pestered with his attentions.

## WATER RETURN.

Level and storage of water in reservoirs on the 1st March.

## CITY AND HILL DISTRICT WATER WORKS.

	1908.	1909.
Tytam... 30' 9" below	35' 6" below	overflow
Tytam Bywash... 21' 7" below	26' 9" below	overflow
Tytam Intermediate... 0' 31" below	2' 10" below	overflow
Pokfulum... 18' 0" below	15' 5" below	overflow
Wong-nai-chung... 28' 11" below	33' 5" below	overflow

## STORAGE GALLONS.

	1908.	1909.
Tytam... 174,800,000	149,640,000	
Tytam Bywash... 1,235,000	266,000	
Tytam Intermediate... 194,276,000	180,021,000	
Pokfulum... 28,200,000	31,840,000	
Wong-nai-chung... 4,568,000	2,620,000	

Total... 403,079,000 366,387,000

Consumption of water in the City and Hill District during the month of February.

	1908.	1909.
Consumption... 122,190,000	102,145,000	gallons
Estimated population... 206,110	203,110	

Consumption per head per day... 20.4 17.5 gallons

Constant supply in all districts during February, 1908.

Intermittent supply by rider mains in Rider main district during February, 1909.

The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

## KOWLOON WATER WORKS.

## LEVEL.

	1908.	1909.
Kowloon... 10' 2" below	21' 4" below	overflow
Gravitation Reservoir... overflow	overflow	

## STORAGE GALLONS.

	1908.	1909.
Kowloon Gravitation Reservoir... 135,650,000	147,433,000	gallons

Consumption of water in Kowloon during the month of February—

	1908.	1909.
Consumption... 20,857,000	20,898,000	gallons
Estimated population... 81,700	86,500	

Consumption per head per day... 2.5 2.6 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

## Public Companies.

## CHINA SUGAR REFINING CO., LD.

## NOTICE.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Buildings, on FRIDAY, the 19th March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 19th March, both days inclusive.

JARDINE, MATHESON & Co., LD., General Agents. Hongkong, 2nd March, 1909. [126]

## LUZON SUGAR REFINING CO., LD.

## NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Buildings, on FRIDAY, the 19th March, at 1.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 19th March, both days inclusive.

JARDINE, MATHESON & Co., LD., General Agents. Hongkong, 2nd March, 1909. [127]

## Intimations.

## WANTED.

SITUATION by a Lady as LADY'S COMPANION or GOVERNESS. Does not mind Travelling and undertakes care of children on the voyage. Apply to—

J. S. O.

C/o Hongkong Telegraph. Hongkong, 5th March, 1909. [128]

## HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 1st March, the selling price of Ice, will be reduced to ONE CENT per pound.

JARDINE, MATHESON & Co., LD., General Managers, HONGKONG ICE COMPANY, LIMITED. Hongkong, 10th February, 1909. [166]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager. Hongkong, 6th January, 1909. [150]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

## (CAPITAL PAID UP .....\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers. Hongkong, 19th March, 1908. [129]

## INTERNATIONAL SLEEPING CAR

## and

## EXPRESS TRAINS Co

## (THE

## GREAT TRANS-SIBERIAN ROUTE

## TO EUROPE.)

## HAVING been appointed AGENTS for

the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co., Agents. Hongkong, 21st July, 1907. [130]

## NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO. S. Royal Mail Steamship Line.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.  
The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.  
(Subject to alteration).  
Connecting with Royal Mail Atlantic Steamers.

From Hongkong:  
"EMPERESS OF INDIA" SATURDAY, MARCH 13TH.  
"EMPERESS OF JAPAN" SATURDAY, APRIL 10TH.  
"EMPERESS OF CHINA" SATURDAY, MAY 1ST.  
"MONTEAGLE" TUESDAY, MAY 11TH.  
"EMPERESS OF INDIA" SATURDAY, MAY 22ND.  
"Monteagle" Steamships leave Hongkong at 7 a.m.  
"Emperess of Britain" FRIDAY, JUNE 18TH.

Each Trans-Pacific "Emperess" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The "Emperess of Britain" and "Emperess of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.  
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line).  
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH TICKETS (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. GRAHAM, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On  
SHANGHAI VIA FOCHOW THURSDAY, 11th Mar, 4 P.M.  
SINGAPORE, PENANG & CALCUTTA THURSDAY, 11th Mar, 4 P.M.  
MANILA THURSDAY, 11th Mar, 4 P.M.  
MANILA THURSDAY, 11th Mar, 4 P.M.  
SHANGHAI, YOKOHAMA, KOBE THURSDAY, 11th Mar, 4 P.M.  
& MOJI THURSDAY, 11th Mar, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kaitang*, *Nansang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.  
For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,  
General Managers.

Telephone No. 61.  
Hongkong, 10th March, 1909.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

HAIPHONG THURSDAY, 11th Mar, 10 A.M.  
SHANGHAI THURSDAY, 11th Mar, 4 P.M.  
SWATOW, AMOY & CHINKIANG THURSDAY, 11th Mar, 4 P.M.  
TIENTSIN THURSDAY, 11th Mar, 4 P.M.  
SHANGHAI THURSDAY, 11th Mar, 4 P.M.  
PAKHAI & HAIPHONG THURSDAY, 11th Mar, 4 P.M.  
MANILA THURSDAY, 11th Mar, 4 P.M.  
MANILA THURSDAY, 11th Mar, 4 P.M.  
MANILA THURSDAY, 11th Mar, 4 P.M.  
AUSTRALIAN PORTS THURSDAY, 11th Mar, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.  
MANILA STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE.

SCHEDULE STEAMERS leaving every Thursday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon. Fare: \$40 single and \$70 return. Take cargo to through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 36.  
Hongkong, 10th March, 1909.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and ships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th Mar, at Noon.
RUBI	2540	R. W. Almond	"	SATURDAY, 20th Mar, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 6th March, 1909.

Shipping—Steamers.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"ARRATON APCAR."

Capt. A. Stewart, will be despatched for the above Ports on FRIDAY, the 12th instant, at Noon.  
This Steamer has Superior Accommodation for Passengers, and is fitted throughout with Electric Light and carries a duly certified Doctor.  
For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 3rd March, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON & NEW YORK:  
S.S. "GHAZEE" About 12th March.

For Freight and further information, apply to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 5th March, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, B.C., SEATTLE & TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Gymeria	4,001	J. C. A. Hall	18th Mar.
Kumera	6,231	F. S. Cowley	8th April
Inveric	4,789	R. J. Howie	6th May
Swertia	6,331	Shotton	3rd June

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED  
General Agents.

Queen's Buildings,  
Hongkong, 3rd March, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY.

OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES PORTS.

THE Steamship

S.S. "AMIRAL HAMELIN."

Captain Debonnaire, will leave this port on or about the 20th March, for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

For further particulars apply to the Agent—  
MESSAGERIES MARITIMES.  
Hongkong, 4th March, 1909.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched as above on or about the 26th March.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LD.,  
Agents.  
Hongkong, 23rd February, 1909.

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DAVID SASSOON & CO., LIMITED,  
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General Agents.

Queen's Buildings,  
Hongkong, 3rd March, 1909.

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Hongkong, 4th March, 1909.

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For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LD.,  
Agents.  
Hongkong, 23rd February, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 3th February, 1909. 100 lbs. per 5 Mts.

THE Steamship

"ARRATON APCAR."

Capt. A. Stewart, will be despatched for the above Ports on FRIDAY, the 12th instant, at Noon.  
This Steamer has Superior Accommodation for Passengers, and is fitted throughout with Electric Light and carries a duly certified Doctor.  
For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 3rd March, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON & NEW YORK:  
S.S. "GHAZEE" About 12th March.

For Freight and further information, apply to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 5th March, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, B.C., SEATTLE & TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Gymeria	4,001	J. C. A. Hall	18th Mar.
Kumera	6,231	F. S. Cowley	8th April
Inveric	4,789	R. J. Howie	6th May
Swertia	6,331	Shotton	3rd June

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED  
General Agents.

Queen's Buildings,  
Hongkong, 3rd March, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY.

OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES PORTS.

THE Steamship

S.S. "AMIRAL HAMELIN."

Captain Debonnaire, will leave this port on or about the 20th March, for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

For further particulars apply to the Agent—  
MESSAGERIES MARITIMES.  
Hongkong, 4th March, 1909.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched as above on or about the 26th March.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LD.,  
Agents.  
Hongkong, 23rd February, 1909.

THE Steamship

"FLINTSHIRE"

will be despatched as above on or about the 26th March.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LD.,  
Agents.  
Hongkong, 23rd February, 1909.

FOR LONDON AND ANTWERP.

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"FLINTSHIRE"

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JARDINE, MATHESON & CO., LD.,  
Agents.  
Hongkong, 23rd February, 1909.

FOR LONDON AND ANTWERP.

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Hongkong, 23rd February, 1909.

FOR LONDON AND ANTWERP.

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JARDINE, MATHESON & CO., LD.,  
Agents.  
Hongkong, 23rd February, 1909.

FOR LONDON AND ANTWERP.







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," PAGE 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$250,000	\$2,000,234	Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$25.024	5 1/2 %	\$910 buyers London £85.10/-
National Bank of China, Limited	99,915	£7	£6	£4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1907	...	\$51.
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,200,000 \$127,517 \$411,900 \$125,000	none	\$14 for 1907	7 1/2 %	\$187 1/2
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 303,747 Tls. 118,277	Tls. 160,512	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 97 1/2 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000 \$202,478 \$139,095 \$377,043	\$2,506,021	Final of \$15 making \$45 for 1906 and interim of \$30 for 1907	5 1/2 %	\$825 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000 \$100,000 \$100,000	\$591,768	\$12 and bonus \$3 for 1906	7 1/2 %	\$200
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	10,000	\$100	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$375,341	\$5 and bonus \$2 for 1907	7 1/2 %	\$102 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$368,711	\$27 for 1907	8 1/2 %	\$306 ex div. b.
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	\$75,000 \$254,838 \$250,000 \$250,000	\$1,025	\$1 for 1906	...	\$11 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$500,000 \$500,000 \$500,000 \$500,000	Nil.	\$2 1/2 for year ending 30.6.1908	7 1/2 %	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$500,000 \$500,000 \$500,000 \$500,000	\$20,279	Final of \$2 1/2 making \$2 1/2 for 1908	8 1/2 %	\$19 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£100,000 £100,000 £100,000 £100,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	5 1/2 %	\$39 1/2
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	£100,000 £100,000 £100,000 £100,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	5 1/2 %	\$39 1/2
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	Tls. 46 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,000,000 £1,000,000 £1,000,000 £1,000,000	£62,817	Second interim of 1/- for 1908	...	Tls. 52 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$100,000 \$100,000 \$100,000	\$98	\$1.00 for year ending 30.4.1908	4 1/2 %	\$23 1/2
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 425,478 Tls. 425,478 Tls. 425,478 Tls. 425,478	Tls. 6,869	Final of Tls. 2 1/2 making Tls. 5 for 1907	11 %	Tls. 45 sales
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000	Dr. \$270,871	\$8 for year ending 31.12.06	...	\$15 sales
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000 \$700,000 \$700,000	Dr. \$135,131	\$3 for 1897	...	\$17
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 9,273	Tls. 3 1/2 for year ending 31.8.03	...	Tls. 110 sales
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £175,000 £175,000 £175,000	£11,556	Final of 1/6 (coupon No. 11) for year end- ing 29.2.08	7 %	Tls. 18 1/2 buyers
Ruby Australian Gold Mining Company, Limited	50,000	£1	£1	£175,000 £175,000 £175,000 £175,000	£11,556	No. 12 of 1/- = 48 cents	...	\$8 1/2 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Farwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$55,601 \$55,601 \$55,601 \$55,601	\$3,726	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$3,000,000 \$3,000,000 \$3,000,000	\$30,102	Final of \$2 1/2 making \$3 1/2 for 1907	...	\$52 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000 \$2,500,000 \$2,500,000	\$387,478	Final of \$4 making \$8 for 1908	9 %	\$87
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 23,742	Interim of Tls. 3 1/2 for 6 months ending 31st October, 1908	5 1/2 %	Tls. 91 buyers
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000	Tls. 22,625	Interim of Tls. 4 for account 1908	5 1/2 %	Tls. 177 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	5 1/2 %	Tls. 104 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000 \$30,000 \$30,000 \$30,000	Dr. \$4,250	\$2 1/2 for year ending 30.6.07	...	\$1 1/4 sales
Central Stores, Limited	50,125	\$15	\$15	\$1,000 \$1,000 \$1,000 \$1,000	\$9,178	\$1.50 for 1906	...	\$20
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$600,000 \$600,000 \$600,000	\$595	Final of \$3 making \$6 for 1908	7 %	\$187 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000 \$5,000,000	\$26,475	Final of \$3 1/2 making \$7 for 1908	7 %	\$9 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000	\$5,486	63 cents for 1908	7 %	\$8.65 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000 \$300,000	\$278	\$1 1/2 for 1908	5 %	\$30 1/2
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,225,045 Tls. 1,225,045 Tls. 1,225,045 Tls. 1,225,045	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908	7 %	Tls. 115 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000 \$625,000 \$625,000	\$1,958	Final of \$2 making \$4 for 1908	9 %	\$44 sellers
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 104 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939 \$20,000	\$9,553	50 cents for year ending 31.7.08	5 1/2 %	\$9 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 175,000 Tls. 175,000 Tls. 175,000	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 84 buyers
Laon-king-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,299	Tls. 4 for 1908	...	Tls. 88
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,000	Tls. 30 for 1908	...	Tls. 310 sales
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	£1,500 £1,500 £1,500 £1,500	£648	1/10th per share or 1907 = \$1.037	10 %	\$10 sales
China-Harbour Company, Limited	60,000	\$12	\$12	\$25,000 \$25,000 \$25,000 \$25,000	Nil.	\$1.20 for 1907	10 %	\$12 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$61,138	60 cents for year ended 28.2.06	11 1/2 %	\$4 1/2 sales
China Light and Power Company, Limited (Special shares)	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$61,138	80 cents for 1908	11 1/2 %	\$9.30 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$3,407	\$1.30 for year ending 31.7.08	5 1/2 %	\$14 ex. and b.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$80,000 \$80,000 \$80,000 \$80,000	\$5,078	Interim of 40 cents for account 1908	10 1/2 %	\$9 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$12,000 \$12,000 \$12,000 \$12,000	\$254	75 cents for 9 months ending 31.12.07	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$12,000 \$12,000 \$12,000 \$12,000	\$254	\$2 for year ending 28.2.08	10 %	\$23 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000 \$186,000 \$186,000 \$186,000	\$8,957	\$1 and bonus 20 cts. for year ending 30.2.08	6 1/2 %	\$18 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$9,321	Final of \$15 per share making \$19 for 1908	6 1/2 %	\$205 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000 \$150,000 \$150,000 \$150,000	\$7,616	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$24 ex div.
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000 \$600,000	\$8,900	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$24 ex div.
Manichappi, 101 Mins, Bosch on Landbouwer	25,000	Ga. 100	Ga. 100	Tls. 547,500 Tls. 27,000	Tls. 17,127	4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making Tls. 20 to date	6 1/2 %	Tls. 810 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$5,000 \$5,000 \$5,000 \$5,000	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 1/2 %	\$14
Peak Tramways Company (new)	50,000	\$10	\$10	none	Nil.	None	...	\$8
Philippine Company, Limited	75,000	\$10	\$10	none	Nil.	None	...	\$8
Shanghai Gas Company, Limited	34,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 6,608	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 121 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,820 Tls. 75,000	Tls. 8,491	Final of Tls. 7 making Tls. 14 for 1907	12 %	Tls. 215 sellers
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 190,000 Tls. 190,000 Tls. 190,000 Tls. 190,000	Tls. 58,122	Final of 17/6 making 15/6 for 1907	...	Tls. 457 1/2 sales
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$50,632	None	...	\$24
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$236	40 cents for year ending 31.5.08	7 1/2 %	\$24 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	5 %	Tls. 94 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000 \$500,000	\$1,360	80 cents on 9,000 ord. shares and \$19.50 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$10 ex div. b.
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000 \$100,000	\$5,418	Interim of 30 cents 1/4-1908	6 1/2 %	\$9.10 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000 \$900,000	\$3,295	Final of 30 cts. making 80 cts. for the year ended 30th June, 1908	...	\$21
William Powell, Limited	15,000	\$7	\$7	none	...	...	...	...

\* These shares are entitled to half of the profits

## DIVIDENDS PAYABLE:—

Langkats  
Shanghai Sumatra Tobacco CompanyTls. 12 1/2  
Tls. 5March 15th  
26th

## Intimations.

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS

ESTABLISHED IN 1882 CAPITAL \$3,000,000



## "LA FLOR DE LA ISABELA."

High grade cigars manufactured with the most selected leaf grown in the estates of the Company.

## SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARETTO &amp; CO.,

AGENTS.

## O. C. MOOSA,

1 &amp; 3, D'AGUILAR STREET.

Build and Design

Rubber Tyre

## NOVELTIES OF THE SEASON.

Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS,  
FEATHERS, &c., &c.LACE SCARFS, MOTOR VELS  
IN  
VARIOUS COLORS.

## MOUSQUETEIRE GLOVES

WHITE, BLACK &amp; COLORS.

WOOLEN DELAINES, NUNSVAIL  
INGS, VOILES, &c., &c.LADIES' and CHILDREN'S  
UNDERCLOTHINGS.Samples on application. Coast  
Port orders carefully executed.

Hongkong, 20th September, 1908.

## D. NOMA,

PROFESSIONAL TATTOOER

THE EXPERT REMOVER OF TATTOO  
MARKS,  
No. 60 QUEEN'S ROAD, CENTRAL.PATRONISED by Prince of Wales, then  
H. R. H. The Duke of York, and  
H. R. H. The Emperor of Russia, and having  
4,500 testimonials from all sources.My 34 years' experience in tattooing is a  
guarantee of good work and prompt execution.  
My colors are absolutely fast and perfectly  
harmless, and produce a charming effect not  
attainable by any other, as their composition is  
only known to me. In tattooing unlike some  
species of engravings, care must be taken to  
have the work done in a perfect, high toned  
manner. In order to take special precaution  
against possible dangers, I use fresh materials  
daily.The copying of Portraits with distinct  
maintenance a speciality.  
Hongkong, 1st September, 1908.

## LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND  
CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,